

INDQ-CHINA

and to the Sino-Burmese frontier. From 1903
to a of proved the feasibility of
commercial
at as far as Luang-Prabang. This success
tie d« *Fhrnal^s* to open a service—
of But the rapids of the Mekong have
never been
IB of the money and effort expended

Is divided into three parts. The Lower Mekong,
700 from the delta to the falls of
Khone.
has this in all seasons. The Middle
Mekong,
Boo from Khone to Vientiane, the
present
In 1929, work was undertaken on the Kheinmarat
to at all times. The Upper Mekong
from
to the frontier, 900 kilometres away, has as yet
no
service, only native boats. The total record is highly
has been made possible in all seasons
of the river's course. Perhaps a special type of
will to be for the last stretch of river, but
the
of is not at present justified by the density of
the
nor the of the commerce in the country near
When the effort has been made, it may
be the grot rival, the Siamese
railways, will
to Bangkok. The whole effort is linked
to of isi for Laos, the draining of its
resources away
the French ports.

the War* in Indo-CMna has been almost
in It is a fairly easy problem for light
aircraft*
bill for the which need bigger and
better
already been created at
Vientiane,,
and but need many
improvements.
Tt» of in the peninsula is the
greatest of
til
Up to no commercial aviation. Hie year

before, an
at along the Mekong. Its failure
was <faf> to jythongh, from 1925 to 1928, the
number
of **tad** the feck of landing ground and
adverse
arc stU insuperable obstacles. Aviation is
the in die Mekong valley and the
914